(c) Owing to limited allocation made available for National Highways in the 8th Five Year Plan, it is difficult at this stage to declare any new National Highways in various States including West Bengal.

Vehicular pollution in Delhi

2875. SHRI ANANT RAM JAISWAL:

SHRI SATYA PRAKASH MALAVIYA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the news report which appeared in the Indian Express dated the 13th January, 1993 regarding a study conducted by an environmental group on the disturbing trend of vehicular pollution in Delhi; and

(b) if so, what is Government's reaction with regard thereto?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) The major cause of air-pollution in Delhi can be attributed to vehicular emission. Central Government have issued notifications prescribing the mass emission standards for petrol and diesel driven vehicles. These norms will be made stricter with effect from 1995 for which draft notification has already been issued. Central Government have advised the State Governments to take the following steps to contain vehicular emissions:—

(i) to strengthen the infrastructure by procuring equipments and providing necessary staff for enforcement;

(ii) to authorise private workshops and petrol pumps for checking and tuning of vehicles;

(iii) to launch a drive against vehicles of other States for checking pollution;

(iv) to undertake public awareness compaigns;

(v) to form inter-state committee comprising 3 or 4 contiguous states to coordinate checking activities;

(vi) to set up area committee in big cities consisting of workshops, police departments and others who can keep a watch over the vehicles in their areas;

(vii) to set-up enforcement teams to check overloading at entry points;

(viii) to equip the State Transport Undertakings' workshops further to check pollution levels of the vehicles; and

(ix) shifting of transport activities to locations outside the city limits.

Steps taken by the Directorate of Transport, Delhi Administration to contain vehicular pollution in the National Capital Territory of Delhi are shown in the attached Statement.

Statement

Transport Department, Government of National Capital Territory of Delhi has been implementing a Plan Scheme 'Control of Air Pollution from the Exchaust of Motor Vehicles'. Free facilities of pollution checking were provided between December, 1987 and April, 1989 at 24 ptrol pumps by deploying technical staff with exhaust gas analysers. Since May 1989 this facility is being provided at all offices of the Transport Department;

The Department formulated a detailed scheme in July, 1990 for certification of pollution standards of private vehicles registered in Delhi. Under the scheme, the vehicle owners initially had to obtain Pollution Control Check Cerifiicates having validity of one year for their vehicles according to their registration number as per a prescribed time-schedule. Since August, 1991 Pollution Control Check Certificates are issued for a period of six months. In this context, 171 private workshops and petrol pumps have been authorised to provide pollution

checking and tuning facilities. These Centres have provided pollution checking facilities to approx. 9.84 lakh vehicles between July, 1990 and Jan. 1993-Approx. 2.77 lakh polluting vehicles were tuned and their polluion level brought within prescribed standards.

Approx. 2.15 lakh commercial vehicles *viz.* Trucks, Buses, Auto rickshaws and Taxis are registered in Delhi. These vehicles have to undergo periodic certification for road-worthiness. At the time of Road Worthiness inspection, vehicles conforming to prescribed pollution standards are granted 'Certificate of Fitness'.

A total number of 18.36 lakh vehicles owners have availed pollution checking facility beween March, 90 and January, 1993. Approx. 2.30 lakh vehicle owners have been issued warning slips during the above mentioned period for non-compliance of standards prescribed in Cenral Motor Vehicles Rules, 1989.

A prosecution drive was launched in the month of April, 90. 19,394 number of vehicles have been challaned till Jan., 93 in accordance with provisions of Motor Vehicles Act, 1908 and Central Motor Vehicles Rules, 1989. In addition, 'Certificate of Fitness' of 5966 transport vehicles and 'Pollution Control Check Certificate' of 68,187 vehicles have been cancelled and their vehicle owners have been instructed to bring their vehicles wihin prescribed standards before obtaining 'Certificate of Fitness'/ 'Pollution Control Check Certificate'.

Public opinion regarding Red Line Bus Service

2876. SHRI SATYA PRAKASH MALAVIYA:
SHRI ANANT RAM JAISWAL:
SHRI DIGVIJAY SINGH:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware of the unhappiness of the lacs of passengers in Delhi over the induction of Red Line buses running under STA permit;

(b) if so, the number of complaints received so far and the action taken thereon;

(c) whether Government are making/ likely to make any survey to get passengers/public opinion on this scheme;

(d) if so, the outcome thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Some instances of this nature have come to the notice of the Government. Upto Feb. 1993 the Government of National Capital Territory of Delhi have received 334 complaints. Action has been initiated under the provisions of the Motor Vehicles Act and Rules thereunder against each complaint.

(c) to (e) The Government of National Capital Territory of Delhi has programmed to conduct a survey of this sort shortly. The results will be known after the survey is carried out.

Contracts for cross border leasing of vessels

2877. SHRI VIREN J. SHAH:
SHRI PRAMOD MAHAJAN:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the Shipping Corporation of India has decided to enter into contracts for cross-border leasing of vessels and acquisition of second hand ships;

(b) if so, what are the reasons therefor and the names of countries with whom SCI have entered or propose to enter into such contracts;